

THE ILLUSTRATED WAR NEWS.
MARCH 29, 1916.

EACH NUMBER COMPLETE IN ITSELF.

PART 86

THE ILLUSTRATED WAR NEWS



At SALONIKA: A FRENCH ANTI-AIRCRAFT GUN.

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THE KING AND QUEEN AND THE IRISH GUARDS.	RUSSIANS REPELLING A GERMAN NIGHT ATTACK.
WITH FORCES UNDER GENERAL SMUTS IN EAST AFRICA.	A SEA - PLANE DROPPING A STREAMER.
WITH THE INDIAN EXPEDITIONARY FORCE “B.”	WAR-WORK ABOARD SHIP.
THE FUNERAL OF ‘CARMEN SYLVA,’ THE POET-QUEEN OF ROUMANIA	AT A SCHOOL OF BOMBING.
A WRECKED ZEPPELIN PHOTOGRAPHED FROM AN AEROPLANE IN FLIGHT.	SOLDIERS BOXING AT THE FRONT.
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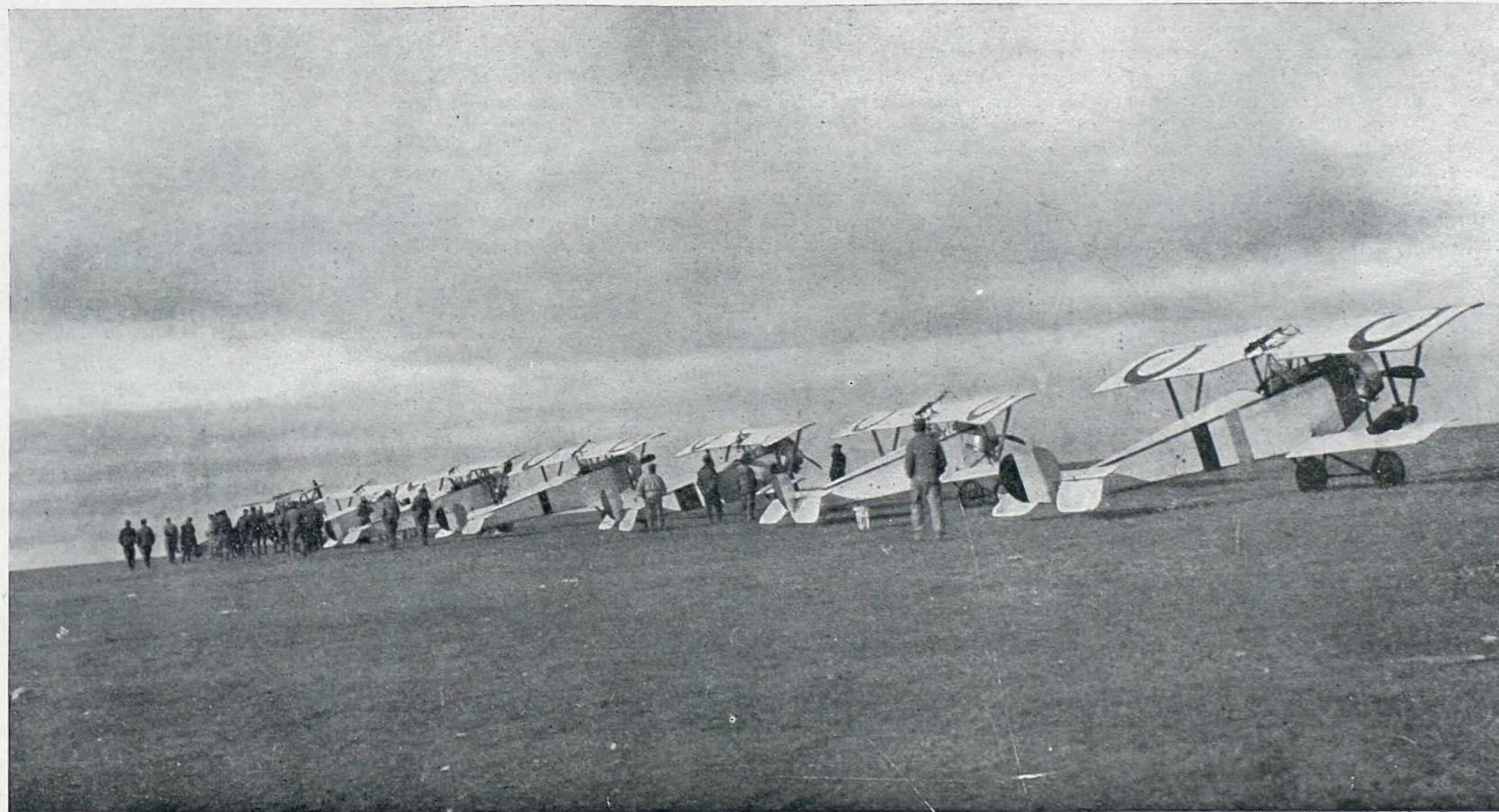
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MEN AND MACHINES WHO FIGHT OUR BATTLES IN THE AIR: A SQUADRON OF BRITISH AEROPLANES AT THE FRONT.

Photograph by Alfieri.

THE GREAT WAR.

THERE has been a greater sense of activity this week, and that activity has not been at all to the credit of Germany. This new and possibly spring-like energy has shown itself in a number of spheres, both in the West and the East, and in the air and sea as well as on the land. And of all those movements Germany can only claim but small success in the West; while those she cannot claim—those in the East, for instance—hold out to her suggestions that are ominous.

The movements of the week began with some German aerial flamboyance over the Kent coast. It was a small and ugly item of victory, but, even small as it was, the counter-stroke delivered by the Allies was so swift and powerful that the episode cannot be anything but one of humiliation to Germany. Following this, the German military arm endeavoured to mitigate its growing impotence before Verdun by a thrust at the French left flank. The thrust gave them a minor success, and has yet to carry them even into the region of victory. Again there appears



SPORT FOR THE TROOPS AT SALONIKA: A MULE-RACE BEFORE A KHAKI CROWD.

Recreation for the British troops at Salonika has taken the form of occasional gymkhanas. Describing one, Mr. G. Ward Price writes: "This first little race-meeting was a welcome relief to the monotony of waiting for the enemy. . . . The course was thickly lined with a khaki crowd, mounted and afoot."—[Photo. by L.N.A.]

to have been the first movements of a German offensive in the East, but the Russians quite willingly accepted the challenge, and in the exchanges the enemy had all the worst of the matter. Moreover, Persian affairs go against them; there are indications that the Russian advance in the Caucasus is unchecked; and on the sea, while Germany has angered neutrals yet further, her own adventurous destroyers, having encountered a British flotilla, pursued the better part of valour with some haste—and some wounds—to the nearest friendly port. These things, the reported—one has to depend upon the "reported," for the ways of war loans are dark and mysterious—failure of the Fourth German War Loan, the growing confidence of the Allies, the growing zest of our aerial work, and other minor factors, give us the impression that the German state of mind is not, just now, the happiest one.

Before the strength of the French, and because of the strain upon their own reserves, the Germans have allowed the frontal pressure at Verdun to slacken, and have turned their aggressive attention to another sector of the great defensive front. The attack at Avocourt is a good one in intention. The idea of this thrust from the Malancourt-Avocourt bend is to break into the Verdun communications by a drive from the west, and, in particular, to turn and roll up the resistance of the Verdun left wing by carrying the strong position

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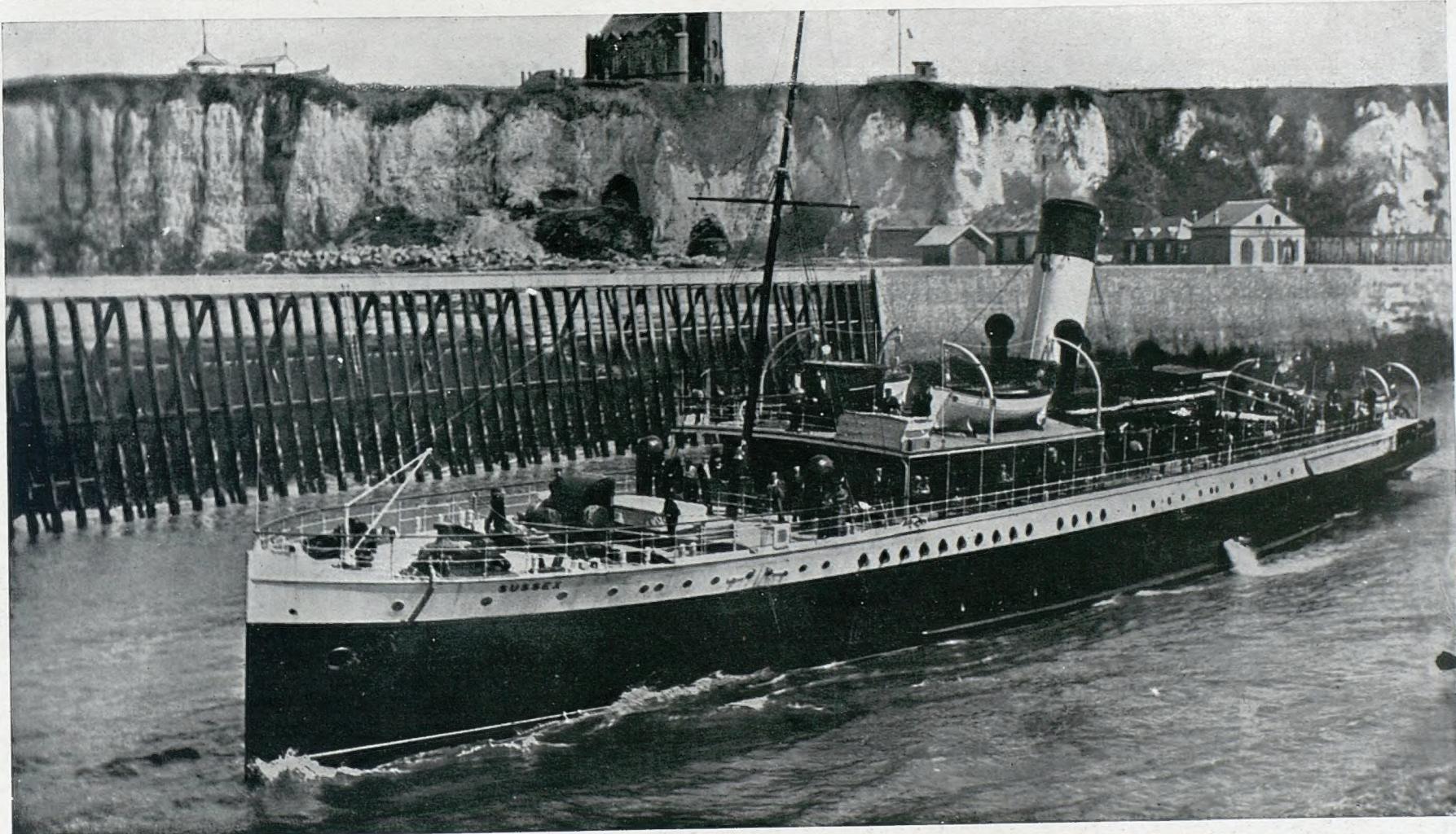
THE DEFENDER OF VERDUN AND THE FRENCH GENERALISSIMO IN CONVERSATION: GENERAL PÉTAIN (ON THE LEFT) WITH GENERAL JOFFRE.

General Joffre, who has great confidence in General Pétain, the French commander at Verdun, recently issued an inspiring Order to the Verdun army. "The struggle," he said, "is not yet over, on account of the German need of a victory. You will wrench that

victory from her."—[Photo. by S. d'A.]



THE
"The British
passengers,
torpedo about
was struck



THE CHANNEL BOAT TORPEDOED WITH TWENTY-FIVE AMERICANS, AND OTHER NEUTRALS, ON BOARD: THE "SUSSEX" LEAVING DIEPPE.

"The British mail-boat 'Sussex,'" the French Admiralty stated on March 25, "carrying about 380 passengers, was torpedoed in the Channel yesterday by an enemy submarine. The captain saw the torpedo about one hundred yards from the vessel and immediately manoeuvred to avoid it, but the ship was struck in the bow. The ship, however, continued to float. . . . The patrol-boat 'Marie Thérèse'

found the ship and brought back to Boulogne most of the passengers. The remainder were taken to England by British destroyers. . . . The 'Sussex' was towed to Boulogne." It was stated on the 27th that 100 people lost their lives in the disaster. Several of the 25 Americans on board were reported missing, including Dr. J. M. Baldwin, an eminent psychologist.—[Photo. by Anning.]

of Mort Homme from the flank. Thanks to the initial bombardment and a liberal use of fire-sprays, some advances were made between Monday and Thursday, the Germans apparently being able to carry their line forward to the edge of the wood of Avocourt, and, higher up, to indent the French front south-west of Malancourt. Here they paused, and it is obvious once more that the strong nature of the French defences on the difficult ground is the chief reason for the halt.

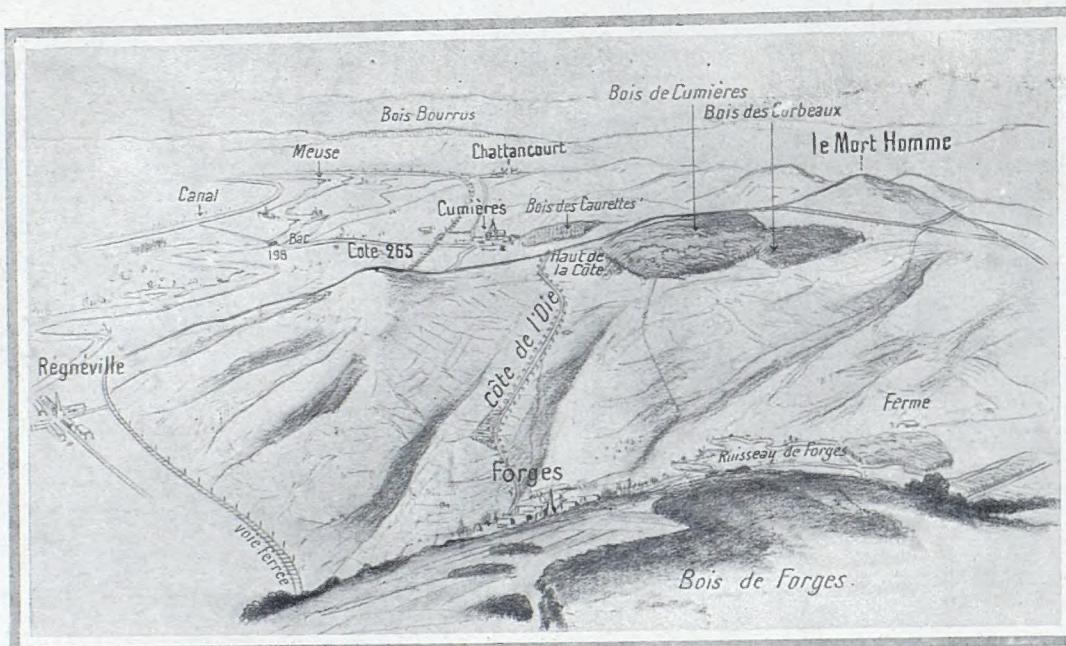
The wood fighting near Avocourt was more suited for offence than defence, and this, with the usual power of the first impact, carried the Germans forward. Now that they have reached the fringes of the woods a very different and supremely difficult task is before them. The defence lies along bare ridges, particularly the ridge of Hill 304, and to reach those heights the enemy will have to advance up a steep slope, entirely without cover, in the face of a strenuous artillery fire from all angles. Those bleak slopes will present problems of terror to the Germans, and all attempts are bound to meet with the same quality of awful loss that made the defence of the northern face of the Verdun front so implacable. To the northwest of this position the enemy has certainly worked a way to a smaller hill near Haucourt, but the same stark route of advance faces him here. If he will venture, and if he wins upward with an immense gamble of lives, he has even not yet won Verdun, or damaged the communications. The country is rugged, the hills are still the difficulties which will further check advances and cover the lines of road, and, even should an immense

drive break through to Chattancourt, there is still the outer ring of the fortress's defences to be carried. And how obstinate fighting can be on even a narrow salient may be gauged by the German hold for many months on the narrow angle of St. Mihiel.

There has not been very great activity on the rest of the Western front, though there has been some movement in the Argonne. The British have confined their labours mainly to lively artillery work, though there

has been some mining and raiding near Gommecourt, the Bethune-La Bassée road, Neuve Chapelle, and the Hohenzollern Redoubt. The most important piece of information about our troops is the fact implied in Friday's communication that they had now completely taken over a new portion of front running as far south as Arras. Parts of this front were taken over in August last, but the French still held, for they were still actively fighting, those portions of their works about Souchez and the Vimy Ridge. From the British despatch it seems that Souchez and its sector is now held by us, and has probably been held by us since an early day in the Verdun battle, for General Joffre, replying to General Haig's congratulations to the troops

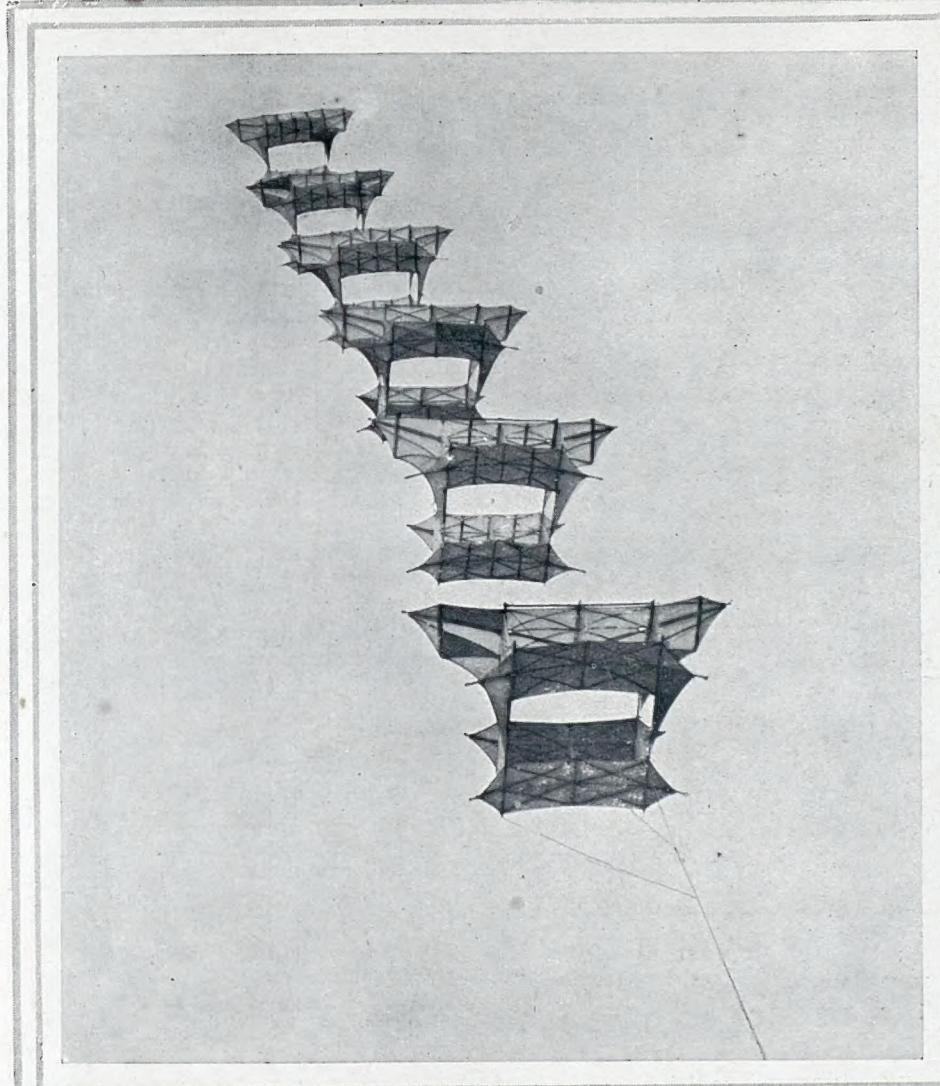
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THE VERDUN TERRAIN: THE SCENE OF THE GERMAN ATTACKS ON THE LEFT BANK OF THE MEUSE—
A FRENCH SKETCH-PLAN LOOKING FROM THE ENEMY'S SIDE (i.e., FROM NORTH TO SOUTH).

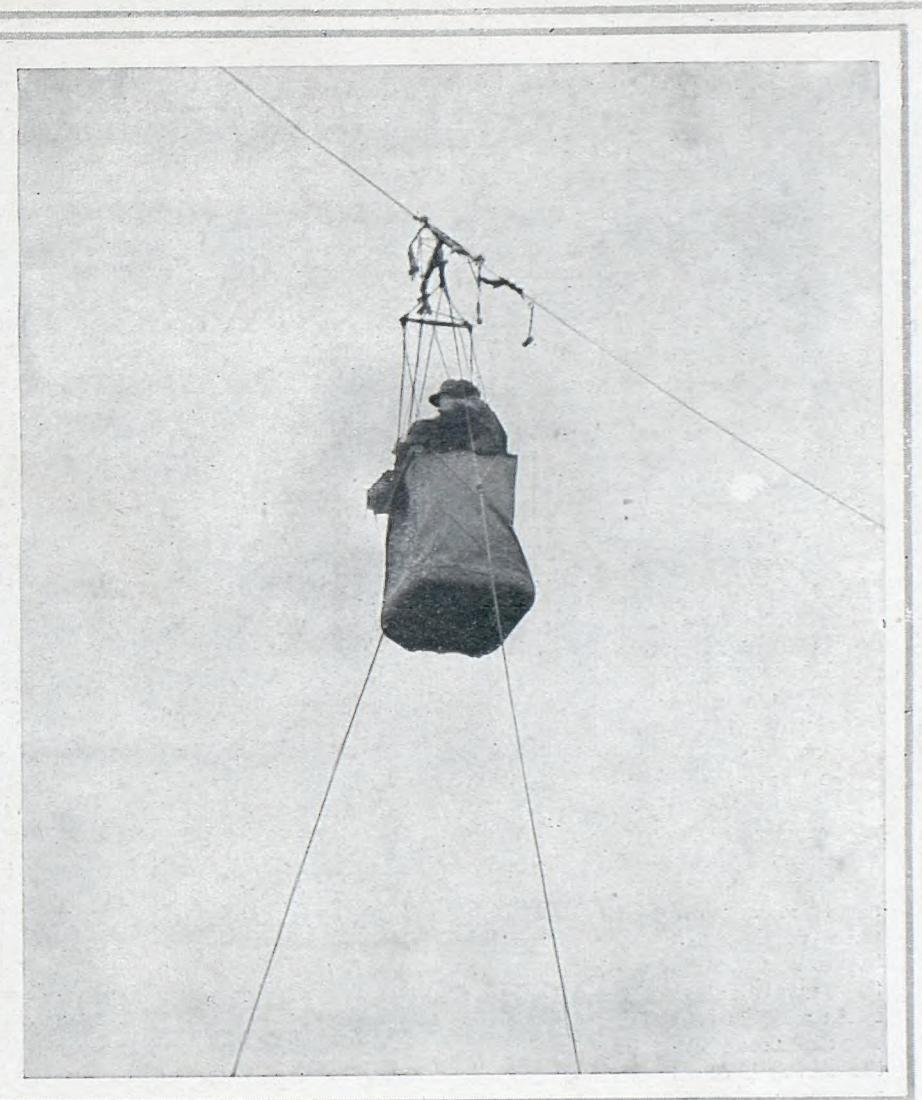
Drawn by L. Trinquier.

of Verdun, speaks with feeling of the immediate response to "the call made upon the British Army." If this is a fact, and it seems entirely probable, it emphasises yet again the completeness of the co-operation between the French and the British Armies, and the great use each army has to the other, since release of the French from the Souchez front must have added to the strength of the defence of Verdun. With the increasing



THE "CERF VOLANT" WAR-KITE: THE LIFTING "TRAIN" IN MID-AIR.

The war-kite, as being less cumbrous to manoeuvre than the observation kite-halicon, and more quickly portable from point to point in transport, besides offering a much less conspicuous mark for the enemy's artillery, is largely used behind the firing-trenches, and in other localities, as an aerial auxiliary. One of the French patterns, known familiarly to all ranks as "Le Cerf Volant," or The Flying Stag, is seen



THE "CERF VOLANT" WAR-KITE: THE OBSERVATION-OFFICER WITH HIS "WIRELESS."

at work in the air in the two adjacent illustrations above. In the left-hand illustration is shown the train of box-kites which support the observer suspended some feet below in the "nacelle," or balloon "basket," as in the right-hand illustration. The observation-officer is furnished with a short-range "aerial" equipment for sending wireless reports.—[French Official Photographs; supplied by Newspaper Illustrations.]

accumulation of the British force more French must be so released, and our Ally's front—strong enough, as we have seen, at any time—will not merely become invincible, but should become powerful enough to attack with the same great assurance as it has defended with unbreakable tenacity.

The Russian fighting must seem unpleasant and inappropriate to Germany, already heavily engaged in the West. The initiative, however, appears to have sprung from the German mind. Apparently to strengthen

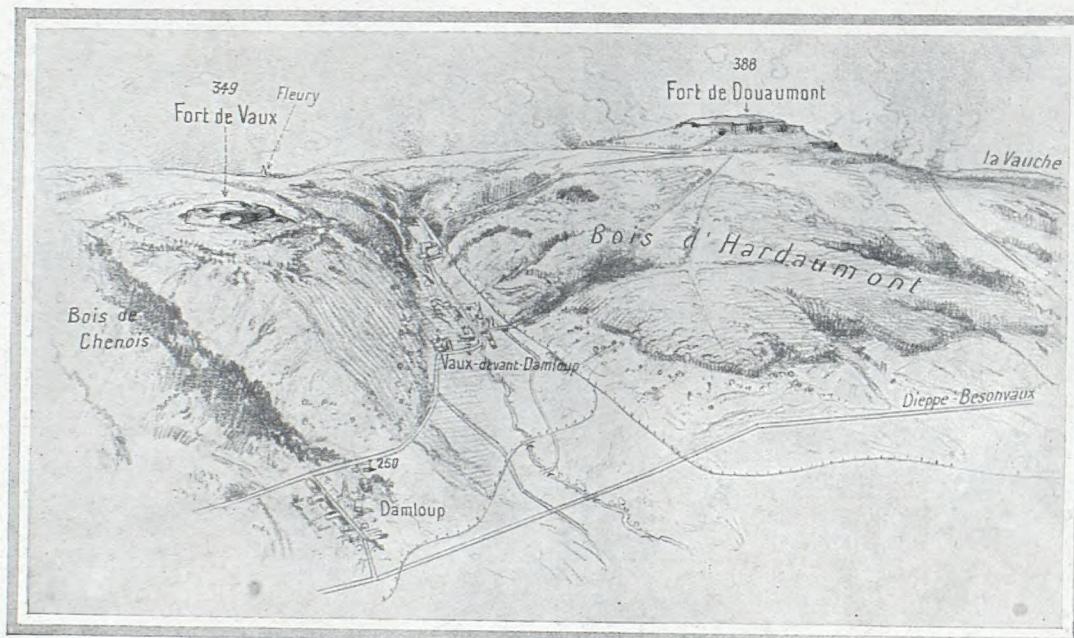
their position—and, if possible, get at and across the railways feeding Dvinsk—the Germans last week showed an inclination to press the Russians in the Vidzy sector, at Tverietch and elsewhere. This pressure was at once and most successfully countered by our Ally, and, to their discomfort, the Germans found the Slavs coming on in strength and winning line after line of works. On a front running upward from Lake Nartoch to Mintsiouny, three lines of works were taken, in spite of asphyxiating gas; and further strenuous fighting during the week found the Russians making headway with what Berlin calls "storming attacks" on this front and to the south-west of the lake. The attack is slow against the strength of the German defences—which have had time to become extremely powerful—but it is certainly tenacious enough to make the Germans a little uneasy, and, as usual, Delphic in their communiqués. The Russian advance here holds out some menace to the railway junction of Svientsiany, a valuable point above Vilna, and Vilna itself cannot be happy. The latter town has become the chief dépôt for this region, and

just at the moment it and the railways leading to the fighting fronts appear to be exceedingly busy with troop and supply trains. At any time the capture of Svientsiany or Vilna would be extraordinarily derogatory to the campaign against the Dvina front; the fall of the places now would be a grave blow. There are suggestions that the Russian movement is little more at present than a counter-offensive—or, at the most, a stroke for positions. The troops appear to be behaving with the greatest spirit:

even Germany admits the excellence and the strength of the artillery and its shell-supply; and Russia, too, has now shown by action that it is willing to enter into gas-warfare, this new weapon having been employed with effect. Part of the big scheme of battle has been a Russian advance on the Dvina itself. In the Jacobstadt sector good gains were made south-east of Augustinhof, and these were followed up by a rush that captured the fortified ground round the village of Lapukin. The work done here was probably no more than an effort to distract the German forces lower down on the Vidzy front. Against the Austrians the Russians were able to carry the bridge-heads on the Dniester north-west of Uscieczko.

This week has seen a great deal of aerial and naval liveliness over and on the Channel and North Sea. On Sunday last German seaplanes raided Deal, Dover, Ramsgate, and Margate, and thirteen civilian deaths resulted. One of the raiders was chased and brought down by a British aviator, Flight-Commander Bone, and on the whole we showed alertness. The raid led to a smashing retort by a large attack of British, French, and

[Continued overleaf.]



WHERE BOASTED GERMAN SUCCESSES PROVED TO HAVE BEEN FAILURES! THE FORTS OF VAUX AND DOUAUMONT, NEAR VERDUN—A FRENCH SKETCH-PLAN LOOKING FROM THE EAST.

Drawn by L. Trinquier.



Both France and Russia at the same time implored all accounts, most of them, of passing the time behind



HOW FRANCE FINDS EMPLOYMENT FOR THE GERMAN PRISONERS OF WAR: AT WORK IN ONE OF THE SEA-PORTS.

Both France and Russia make their German prisoners labour on public works to earn their keep, and at the same time improve their general health. In England, on the contrary, as it would appear from all accounts, most of the German prisoners enjoy the bread of idleness, with everything provided for passing the time behind the barbers with the least inconvenience. The French find useful occupation

for their prisoners in road making and repairing, building operations, in municipal labour of various kinds and on the land to replace French agriculturists called to the Colours. In the neighbourhood of the coast, a number of the German prisoners are employed, as the illustration shows, on harbour improvement undertakings.—[Photo, by Goree.]

Belgian aviators on the seaplane dépôt at Zeebrugge and the aerodrome of Houttave, near by. Fifty bombing machines and fifteen fighting planes took part, quite the largest aerial manœuvre of the war. Some four-and-a-half tons of bombs were dropped, and the damage should have been great—unofficial versions, indeed, give the damage as very great. The shipping in Zeebrugge apparently made for the sea at the first sign of danger, and from this it seems that three German destroyers were forced to exchange courtesies with a flotilla of four British destroyers, and in a running fight the Germans fled to the port again. We had four men wounded, and can vouch for the fact that two of the enemy ships were hit. The report of this fight was followed, on Saturday, by the news of the *Alcantara's* fight with a raider of the *Moewe* brand on Feb. 29 last. The armed merchant-cruiser *Alcantara*—one of the fine "A" class of Royal Mail Steam Packet boats—discovered the raider, the *Greif*, endeavouring to slip through our blockade under a Norwegian flag. The *Greif* shed her



A GERMAN WAR-FRIEZE ON A DRESDEN CONCERT-HALL:
"THE RUSSIAN."



THE BATHOS OF GERMAN ARCHITECTURAL TASTE:
"THE FRENCHMAN" WAR-FRIEZE.

The grossness and inappropriateness of German taste is well exemplified in these photographs taken from a German paper, which describes them thus: "A Dresden architect, H. H. Göpfert, has had an idea which is bold, interesting, and charming. To commemorate the Great War, he designed friezes for a new concert-hall in Dresden. This is a gigantic building in Italian Renaissance style."

disguise and opened fire with her heavy armament. Apparently, too, she discharged torpedoes, one of which struck the British vessel. Both ships then poured shot after shot into each other at close range, the result being the sinking of both. While the balance of victory appears equal, it must be remembered that if the *Greif* had gained through safely, she was capable

of doing great damage to our shipping. One hundred and twenty men, out of a complement of three hundred, were picked up from the German; while we lost seventy-four of all ranks. To add to these direct battles, there has also been some activity in these waters. German forces have been showing themselves, and the submarines have been doing hurt, more often to neutrals than to ourselves, though the cross-Channel boat *Sussex* has been torpedoed and many lives lost, the vessel being able to make



GERMAN WAR-SATIRE EXPRESSED IN ARCHITECTURE:
"THE ENGLISHMAN."



GERMAN "ORNAMENT" TO GO WITH ITALIAN RENAISSANCE
STYLE! "THE ITALIAN."

port. Indeed, for the moment the Germans appear to be showing certain specific energy hereabouts, and need, and are probably obtaining, considerable attention.

W. DOUGLAS NEWTON.

LONDON: MARCH 27, 1916.

Horses are too also insufficient of their being e transport beasts



OXEN AND THE GUNS: AN ARTILLERY TEAM NEGOTIATING A STEEP RISE OUT OF A NULLAH, IN AFRICA.

Horses are too valuable animals in the tropical regions of Central Africa, whether East or West, and also insufficient in numbers, owing, partly, to their inability to stand the climate satisfactorily, to allow of their being employed to any extent for draught purposes, even as artillery teams. Oxen, the ordinary transport beasts of the country, are used as draught animals in their place for all heavy work, whether

as teams for drawing the guns, or for hauling transport-waggons in conjunction with the native carrier service. In artillery batteries oxen make useful gun-teams, though they are laboriously slow in their rate of progress, especially over rough ground. They work steadily, can cover good distances, and are credited with a military virtue in that they are not given to "gun-shyness," or stampeding under fire.



THE WAR IN EAST AFRICA—A CORPS THAT HAS DONE EXCELLENT WORK: THE 4TH (UGANDA) BATTALION, "K.A.R."

The 4th Uganda Battalion of the King's African Rifles—the regiment is always known as the "K.A.R."—has seen hard service on the southern frontiers of the British Protectorate. The regiment is recruited from local tribes and Sudanese natives. The 4th, in August 1914, were on a punitive expedition against Somali raiders. On being hastily brought south they defeated the German attempt on Mombasa.

Throughout, the 4th K.A.R. have done well. In one action where their British officers were all down, a native N.C.O. took command and drove the enemy off the field. Photograph No. 1 shows the battalion on parade; No. 2 shows it about to move off from camp; No. 3, Marching in open order. The ambulance-section, with stretcher-bearers and porters, under Captain Coutts, I.M.S., is seen in No. 4.



EXTREMES IN SIZE; EQUALS IN PLUCK: BRITISH EAST AFRICA FIGHTERS.

The two stalwarts of the King's African Rifles, 4th (Uganda) Battalion, seen here are specimens of the tall physique among the rank and file in the entire regiment of four battalions. The soldier between them belongs to the 2nd Kashmir Rifles, one of the Indian Imperial Service Corps which landed in East Africa some time since, and has seen frontier fighting with the 4th K.A.R.



A COLONIAL CORPS OF THE BEST: "K.A.R." IN BRITISH EAST AFRICA.

The King's African Rifles, some of the men of which (belonging to the 4th Battalion) are shown in camp fallen in for an inspection, is under the Colonial Office, not the War Office. Its officers are seconded from regiments of the Army at home and the Indian Army. The battalions of the regiment ordinarily supply garrisons in British East Africa, Uganda, and Somaliland.



FINE FIGHTING-MEN OF THE FRENCH COLONIAL ARMY WHO HAVE DONE SPLENDID SERVICE IN THE WAR: ALGERIAN CAVALRY.

The French African troops have frequently distinguished themselves in the war, both in Europe and in the Cameroon. In the very first month of the war, a French communiqué said of a certain action in France: "The most salient fact of the fighting was the encounter of the Algerians with the Prussian Guard. Our African soldiers attacked this formidable body with great fury. The Guard was severely

tried in the conflict, which finally became a hand-to-hand fight." More recently, a correspondent wrote regarding the French cavalry: "The happiest are certainly our Algerian and Moroccan Spahis. They never had a better time in their whole life—plenty of food, consideration, and an occasional shot at the enemy; they feel perfectly happy."—[Official French Army Photograph; supplied by *Newspaper Illustrations*.]



LOYAL SERVICE AS THE REWARD OF GOOD COLONISATION: FRENCH COLONIAL TROOPS FROM NORTHERN AFRICA ENGAGED IN DIGGING TRENCHES.

France, like Britain, has reaped the reward of wise and sympathetic colonisation, in the loyalty with which her African soldiers have served and fought for her. In this connection we may recall an interesting bit of conversation which Mr. Rudyard Kipling had with a French officer when visiting a Moroccan regiment in France. "Their officers," he writes in his booklet, "France at War," "talked

of North African wars that we had never heard of—sultry days against long odds in the desert years ago. 'Afterwards—is it not so with you also?—we get our best recruits from the tribes we have fought. These men . . . only want to go where cartridges are burnt. They are of the few races to whom fighting is pleasure.'"—[Official French Army Photograph; supplied by Newspaper Illustrations.]



THE KING'S WAR GUESTS: THE DUCHESS OF SUTHERLAND ARRIVES TO "WAIT."
On March 21 the King and Queen entertained as guests at Buckingham Palace the first of three contingents of wounded sailors and soldiers from war-hospitals in and round London. They arrived in motor-buses, char-a-bancs, private cars, and other conveyances, and were entertained in the coach-houses of the Royal Mews, and under a canopy projecting into the Quadrangle, where long tables were set out.



THE BUCKINGHAM PALACE TEAS TO THE WOUNDED: PRINCE ALBERT A HELPER.
Many of the men entered on crutches, others were wheeled in bath chairs, some had their limbs in splints, or in slings, or had their heads swathed in bandages, some were convalescents approaching recovery. One of the men had lost both arms; another had lost both legs. In care of the patients were several hospital doctors and nurses. The Princess Royal, the Duchess of Teck, Princess Arthur of

[Continued opposite]



THE KING'S TEA AND VARIETY ENTERTAINMENT TO WOUNDED HEROES, AT BUCKINGHAM PALACE: HIS MAJESTY'S GUESTS AT TABLE.

Continued.
Connie, Princess Maud, were some of the royal ladies in charge of the tables, and among the "waitresses" were the Duchesses of Devonshire, Sutherland, and Buccleuch, and many Marchionesses, Countesses, and other titled ladies. Queen Alexandra was present, and had kind words for everyone. The King and Queen, with Prince Albert, in uniform as a Sub-Lieutenant, R.N., arrived during the tea,

and went round and among the tables talking with the men. After tea, a general move was made to the Riding School for a special variety entertainment, which was immensely enjoyed, and at which the royal party and helpers were in the audience. Further entertainments were given on the two following days.—[Photos. by Illustrations Bureau.]

Little Lives of Great Men.

LXIII.—GENERAL ROQUES.

THE resignation, owing to ill-health, of General Gallieni has brought into the office of French War Minister another of those brilliant "dark horses" who are so numerous to-day on the General Staff of our gallant Ally and nearest neighbour. Until General Roques came suddenly to the Ministry of War on March 17, it is safe to say that his name was hardly known outside his own country, unless among the specially informed in military matters. But he was not unknown in France, where his record pointed him out as the most fitting successor to the great veteran who devised the defence of Paris, and who, by his request that Joffre should hold the enemy for eight days and that General Pau's army should be placed at his (General Gallieni's) disposal before Paris, thereby adumbrated the scheme that led to success on the Marne. It is no easy matter to follow General Gallieni, but General Roques assumes office under the happiest auguries. He is popular with the army, and he has the reputation of being a great organiser. He has also the gift of vision and foresight, and was early alive to the possibilities of aviation. As head of the aviation service when the Wright Brothers made their first public experiments, General Roques took notes, and then proceeded with great efficiency to inaugurate the Aviation Service of the French Army. That service is in itself the best testimony to his skill and energy. The General is a native of Hérault, and was born on Dec. 29, 1856. The late 'fifties, by the way, saw the birth of nearly all the great leaders of



GENERAL ROQUES: FRENCH WAR MINISTER.

Photograph supplied by E.N.A.

the present war. The new War Minister was educated at the Ecole Polytechnique, and at the age of twenty-two received his commission in the Engineers. He saw active service in the Dahomey Expedition, where he commanded a battalion. His promotion to the rank of Colonel came in 1901, and he was appointed Engineering Superintendent of Public Works in Madagascar. Five years later he became Brigadier-General, and took office at the Ministry of War as Director of Engineering. His interest in the air service had never been relaxed, and in 1910 his special qualifications led to his appointment as Permanent Inspector of Aeronautics, with a consequent gain to the efficiency of that department. He is, however, a fine tactician as well as a technical expert, and in 1912 he received the command of the Seventh Division of Infantry, and in the following year that of the Twelfth Army Corps. On Jan. 6 of last year General Roques was given the command of the First Army in the field, where he won further distinction and proved himself an able leader. His services were publicly recognised on Jan. 16 of the present year, when he was decorated with the Grand Cross of the Legion of Honour. He is one of those typical modern French soldiers who, abjuring all theatricality, live only for their profession and for complete mastery of detail. It is to such officers—men who have nothing to do with political intrigue—that France owes in a very large measure her military regeneration, and the power to hold at bay, and ultimately to crush, the forces of barbarism and of arms misdirected, not to the upholding, but to the destruction of liberty.



LORD KITCHENER AND THE ITALIAN AMBASSADOR WELCOME THE ITALIAN GENERALISSIMO: GENERAL CADORNA IN LONDON.

General Luigi Cadorna, the famous leader of the gallant Italian Army, arrived at Charing Cross Station on Wednesday of last week, and was met by the Italian Ambassador, the Marquis Imperiali di Franchavilla, who introduced him to Lord Kitchener and Lord French, who were among the group upon the platform. General Cadorna was in the grey uniform of the Italian Army. A big crowd cheered the

Italian Commander-in-Chief as he drove away to Claridge's. Later, General Cadorna visited the War Office. The Generalissimo is a great scientific soldier, and is said to be able to describe every path or mule-track on the difficult Austrian front without the help of a map. Our photograph shows (left to right) the Italian Ambassador, General Cadorna, and Lord Kitchener.—[Photo, by Sport and General.]



AFTER THE VICTORY AT AGAGIA: BEDOUINS WHO MADE THEIR SUBMISSION.

Those members of Bedouin tribes of Western Egypt, who, under enemy influence, had revolted against British rule, made their submission after General Peyton's decisive victory at Agagia. A Cairo message of March 17 says: "All their guns and ammunition fell into our hands, their camps were burnt, their supply-bases occupied. The Bedouins are flocking in and asking for pardon."—[Photo. by Central Press.]



CAPTURED AT AGAGIA: A TURKISH OFFICER ARRIVING AT THE BRITISH HEADQUARTERS.

Describing the battle of Agagia, a Reuter account states: "The Yeomanry executed a dashing charge, in which they killed or wounded a great number of the Senussi and captured three Turkish officers, one of whom proved to be Gazfar Pasha, a famous Turkish General, sent from Europe at the beginning of the war by the Turkish Government to take charge of operations."—[Photo. by Central Press.]

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A TURKISH COMMANDER IN WESTERN EGYPT CAPTURED IN THE BATTLE OF AGAGIA: GAAFAR PASHA GOING ABOARD A PICKET-BOAT.

Interesting details regarding the capture of Gaafar Pasha, second in command of the Senussis defeated at Agagia on February 26, are given in a letter from an officer who took part in the charge of the Dorset Yeomanry. "In less time than it takes to write we were among them. . . . Colonel Souter had his horse shot under him, and Blaksley (2nd Lieutenant) had two horses shot under him. . . . The

most wonderful piece of luck was that Colonel Souter, when his horse fell, found himself just in front of Gaafar Pasha, who surrendered to him and Blaksley. . . . Colonel Souter led us magnificently till his horse was shot." Gaafar Pasha, who was wounded, is here seen being assisted on board a picket-boat which took him to a war-ship for conveyance to Alexandria.—[Photo. by Central Press.]



THE RELIGIOUS SPIRIT OF OUR RUSSIAN ALLIES, WHO HAVE BEGUN A NEW GREAT OFFENSIVE: TROOPS AT PRAYER BEFORE BATTLE.

The strong religious faith which is one of the secrets of the Russian soldier's surpassing valour is once more evidenced in this photograph, showing a field service held before going into action. Our gallant Russian allies recently began a great new offensive. An official Petrograd communiqué of the 22nd said: "On the whole (western) front a series of actions is in progress." On the same day the German

Main Headquarters announced that "the great offensive movement of the Russians has increased in extent. The points of attack have become more numerous." The Austrian reports testify to the same fact. A Vienna communiqué of the 22nd said: "The activity of the enemy yesterday became more vigorous almost all along the entire north-east front"—[Photo, by Topical.]



THE RUSSIAN COMMANDER-IN-CHIEF IN PERSIA: GENERAL BARATOFF AT A REVIEW OF THE BRIGADE OF COSSACKS AT TEHERAN.

Owing to German intrigues in Persia and outrages on Russian and British Consuls at Isfahan and elsewhere, Russia, in October, sent an army of 24,000 men, under General Baratoff, who landed at Enzeli on the Caspian, and moved towards Teheran. Their approach caused the Germans, Austrians, and Turks to leave Teheran, but they still attempted, through agents, to foment agitation. This was

stopped by the arrival of Russian troops in Teheran itself, where, on the Russian Christmas Day (January 8), General Baratoff reviewed the Brigade of Cossacks, a Persian force under a Russian officer. In the centre (left to right) are the President of the Persian Council, General Baratoff, Col. Ern (his Chief of Staff), M. de Etter (Russian Minister), and Col. Prozorkevitch, Commander of the Cossack Brigade.



FRENCH COLONIAL TROOPS WOUNDED IN THE SERVICE OF FRANCE : A GROUP OF MOROCCAN SOLDIERS AT AN AMBULANCE-STATION.

Her African troops have served France loyally in the present war. Many have fallen, and many more have been wounded. The latter are well cared for by the Service de Santé Militaire, or medical service of the French Army. A wounded man is first taken to a *poste de secours*, or first-aid dressing-station ; thence to a motor-ambulance, which conveys him to a divisional ambulance, or field-hospital, a few

miles behind the firing-line. Next he travels either by hospital-train or canal-boat to an "evacuation-hospital," where the wounded are sorted according to the severity or otherwise of their injuries. Those whom it is not desirable to move remain ; others go to one of the final hospitals, and men only lightly wounded to a *dépôt des élopés*, or "limpers' halt."—[Photo, by Sport and General.]



"WORTH ITS WEIGHT IN GOLD" FOR DESERT TRANSPORT: A CAMEL WITH THE BRITISH RED CROSS IN WESTERN EGYPT.

In Egypt, as in Mesopotamia, the camel has been of great value for transport purposes. Describing the desert march across Western Egypt which culminated in the victory at Agagia, a Reuter message mentions "the invariable accompaniment of all expeditions in these waterless, arid corners of the earth, a long, unwieldy train of camel transport. But (the account continues) on such occasions the camel is

worth its weight in gold, for a beast that will hump a regulation load of 300 lb. with ease, which has enormous staying powers, which only asks for a drink about every eight days, and finds all sorts of luxuries in the forage line in the desert scrub, gives a solution of transport difficulties which makes one very large-minded in respect of the animal's other little peculiarities."—[Photo. by Illustrations Bureau.]



"HECATOMBS" SACRIFICED TO THE MOLOCH OF PRUSSIAN MILITARISM: MASSED GERMAN INFANTRY ATTACKING

Terrible execution was inflicted by the French guns on the German infantry advancing to the attack. As usual, they came on in mass formation, and were mown down in heaps by the French shells and machine-gun bullets. Wave after wave of charging troops recoiled under this fearful punishment. "Trench-warfare," writes Mr. H. Warner Allen, in describing the first phase of the battle, "had come to an end. The French earthworks had been swept out of existence, and the troops were working and fighting in the open. The French artillery fired

occasionally at a range to advance from Samogitian incidents during the



AN INFANTRY ATTACKING AT VERDUN MOWN DOWN BY THE FRENCH GUNS.—DRAWN BY FRÉDÉRIC DE HAENEN.

aps by the occasionally at a range of no more than 700 yards into the ranks of the German infantry, with terrible effect. . . . On the evening of the 23rd (February) . . . the Germans endeavoured to advance from Samogneux, and were mown down by the French artillery, machine-guns, and rifles. Their losses were enormous." This last-mentioned attack was only one out of many such incidents during the long struggle at Verdun, in which the wretched men driven into battle by a cruel military despotism have been sacrificed in hecatombs to the Prussian Moloch.



AT VERDUN: - WHERE THE GERMANS HAVE ONLY WASTED AMMUNITION—A MEADOW BEHIND THE LINES PITTED WITH SHELL-HOLES.

The enormous and incessant expenditure of big shells which has been the principal feature of the German attack on Verdun, does not, it should be realised, at all mean a correspondingly heavy loss of life to the French. No doubt every bullet has its billet, as the saying goes, but not a few of the big German "bullets," the big shells in question, have found their billets in the ground; falling where no French

soldiers were, and sinking in the soft, sodden soil, either "blind" (i.e., without exploding) or bursting below the surface, to do no worse mischief than causing eruptions of muddy earth all round. The photograph above shows a meadow within the Verdun lines, the surface of which has been so pitted, with no damage to the gallant defenders, few of whom were thereabouts.

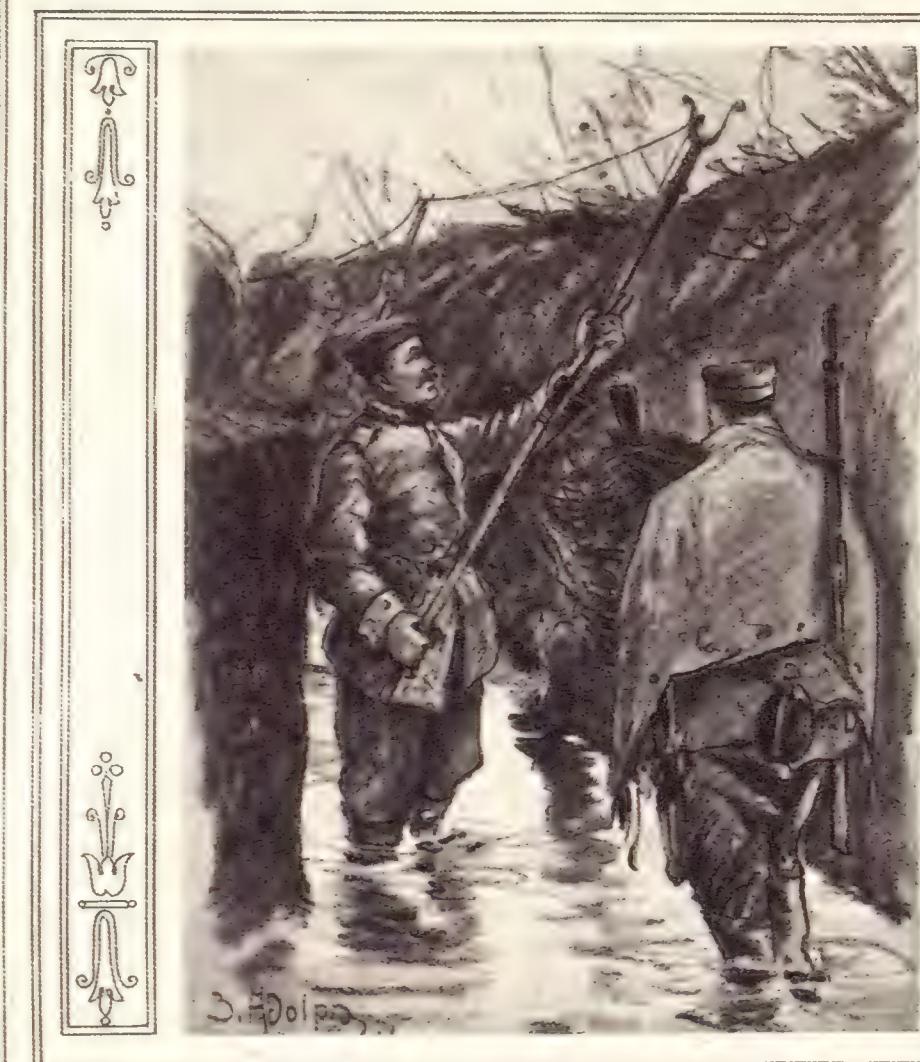
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VERDUN AND ENVIRONS: TO THE RIGHT THE CATHEDRAL TOWERS MARK THE CITY; TO THE LEFT, A SHELL IS SEEN BURSTING.

Verdun, a French fortress since the Middle Ages, and rebuilt by Vauban, became during the years immediately preceding the war, the centre of one of the entrenched-camp positions that bar the French north-eastern frontier from the Meuse valley to Switzerland, being specially considered of value against a German attack by way of Luxembourg. At the outset of hostilities, Verdun and its environs were

guarded by sixteen large forts, twenty-one intermediate forts, and forty-seven permanent batteries. The fortifications form a triple belt, the outer zone covering thirty-two miles. General Sarrail reorganised Verdun's defences early in the war. In view of the fate of the Liège forts, he dismantled several minor forts (Douaumont among them) constructed on the Belgian Brialmont-cupola system.



B. Adolphs



B. Adolphs

IN A SWAMPED GERMAN COMMUNICATION-TRENCH: REPAIRING TELEPHONE-WIRE.

Whatever the discomforts from wet and cold that our own men are undergoing in the trenches, and enduring with brave and cheerful confidence, as every account relates, the enemy are certainly going through a time as uncomfortable, if not, indeed, worse. So the batches of prisoners taken continually say, and also the German deserters, many of whom declare that their principal reason for giving

TRENCH MUD BEHIND THE GERMAN LINES: A CYCLIST DESPATCH-RIDER'S TRAMP.
themselves up is the unendurable physical suffering that the bitter weather and trench-hardships are causing their troops. Interesting and instructive corroboration of the German descriptions of the condition of things in the enemy trenches is afforded incidentally by the two illustrations on this page, which are reproduced from a German newspaper.



A GREAT MOSLEM RULER OPPOSING TURKEY - THE NIZAM OF HYDERABAD.

In view of Enver Pasha's rumoured pilgrimage to Mecca in unsuccessful endeavour to stir up a Holy War against the Allies, an Indian writer (in the "Sunday Times") suggests that certain facts should be prominently made known to neutral Moslems in Arabia, Persia, and elsewhere. He recalls first that the King-Emperor rules over many more Moslems than the total of those under the Sultans of Turkey,



COMMANDING THE NIZAM'S CAVALRY IN EGYPT: COLONEL SIR AFSAR-UL-MULK.

Morocco, and Zanzibar, the Shah of Persia, and the Ameer of Afghanistan. Next he points out how some 70,000,000 Moslems in India revere the great Moslem ruler of the Deccan, the Nizam of Hyderabad; and proposes that it should be published that the Nizam's cavalry, under his Moslem Commander, Col. Sir Afsar-ul-Mulk, are encamped near Suez to oppose the Turks.—[Photos Bourne and Shepherd and Vanity.]



A SUCCESS THAT COST A HEAVY PRICE: HOW THE AUSTRIANS HAD TO SCALE MOUNT LOVTCHEN.

In the Montenegrin vernacular (a dialect of Serbian), Mount Lovtchen is called Tzrnagova, i.e., the "Black Mountain," from which, in its Italianised form, "Monte Negro" (King Nicholas's state) takes its name. It rises, upstanding as tallest among a mass of peaks that fringe the Adriatic, to a height of ten thousand feet. Among the precipitous crags of the upper ridges of Mount Lovtchen the Monte-

negrins held out desperately, compelling the Austrians, in spite of their long-range heavy guns, which shelled Mount Lovtchen for two days, to storm the heights with infantry, as seen in the above illustration from a German paper. The task cost many Austrian lives from men slipping on the steep slopes, besides the numbers shot down by the stubborn defenders.



WITH THE GERMANS IN THE EASTERN WAR-AREA: A CAMP SEND-OFF FESTIVITY TO COMRADES ORDERED TO THE FRONT.

When among themselves, soldiers off duty are, as a general rule, very like one another in many of their ways. To whatever army they belong, the spirit of *camaraderie* holds and operates in much the same fashion. As an example, in the illustration above, which is reproduced from a German paper, we get a glimpse behind the scenes, as it were, of German soldiers *en famille*—of the men in one of the German

camps on an occasion when their convivial instincts get play. The *locale* is "somewhere" in the Eastern war-area, and the scene depicted in the war-artist's sketch represents a send-off festivity in honour of an artillery regiment under orders to start next day for the front with the prospect of being in action at an early date.



THE AIRSHIP'S MECHANICAL FOSTER-MOTHER: A FRENCH AUTOMOBILE HYDROGEN-GENERATOR FOR INFLATING AIRSHIPS AND OBSERVATION-BALLOONS.

The present war has been designated a "war by machinery," referring to the part that mechanical appliances are having in all the operations, whether on land or sea. Modern war-ships, from super-Dreadnaughts to submarines, are practically boxes of machinery. Machinery takes the place of artillery teams for bringing up the monster guns and howitzers; machinery, in the shape of motor-vehicles, supplies

food and ammunition to the soldiers in the trenches, machines are used to dig trenches or sink wells; the deadliest weapon on the battlefield is the machine-gun, in which the soldier's part is aiming and pressing a button. In our illustration is seen another type, a new French Army automobile-machine for inflating with hydrogen gas airships and observation-balloons at the front.—Photo, by Boyer.



"MOUNTED" INFANTRY OF UNUSUAL TYPE "LEAVING A POSITION": CONVALESCENT NEW ZEALANDERS AT CAIRO GOING FOR A DONKEY RIDE.

Many of the "Anzacs" who fought so heroically in Gallipoli and were wounded there were taken to hospital in Egypt, and others have been transferred thither since the evacuation. Describing their excellent trenching work there, Mr. W. T. Massey writes: "In this sector the preparation of the lines was given to a Division composed of veterans who proved their courage and martial spirit in the stern

days in Gallipoli. Some had held on to their duties longer than their health warranted, because they wished to see the quality of the reinforcements and impress upon them how vital it was that the younger nations should show the Mother Country that their stock was true. . . . After recuperating for three weeks in a desert rest-camp they were ready." — [Photo. by Underwood and Underwood.]



HOW THE FRENCH AUTHORITIES LOOK AFTER THE MEN'S POCKETS: AN ARMY MOTOR "BAZAAR-VAN" JUST ARRIVED IN CAMP.

There is no end to the variety of useful occupations that have been found by French Army authorities for motor-vehicles of all kinds. They employ the great *camions*, or lorries, for carrying munitions. Former-day Paris omnibuses regularly take soldiers to and from the battlefield, or carry fresh meat to the lines, and provisions and stores. Motor-cars mount mobile wireless installations, search-lights,

machine-guns, anti-aircraft guns, and some are fitted as "dark-rooms" for developing aeroplane photographs. Yet another development is seen above; one of the motor "bazaar-vans" which run regularly to camp-centres so that the men may purchase extra dainties to supply their rations at rates cheaper than prices of the sutlers and camp hangers-on.—[Official French Photograph; supplied by Newspaper Illus.]



TAKEN IN ACTION AT VERDUN: GERMAN PRISONERS AT A HALTING-PLACE ON THE WAY TO A DETENTION-CAMP.

The French War Office authorities, it has been remarked, are reticent, as a rule, as to the numbers of German prisoners taken. They act in that regard on lines directly contrary to the German official practice, which, as it has repeatedly been proved, invariably exaggerates the totals of prisoners made on any occasion, and also, it is generally understood, includes wounded men of the enemy picked up on

the field among its returns of prisoners, all lumped together under one designation. It is well established that the French have in their hands a very considerable number of German prisoners. Several thousands were taken at the battle of the Marne, the battles in Champagne quadrupled the numbers, and the Verdun fighting is daily adding more, some of whom we see above.



CAPTURED BY THE FRENCH SOMEWHERE IN FRANCE: GERMAN PRISONERS AT PHILIPPEVILLE, ALGERIA, READY TO GO TO A CONCENTRATION CAMP

The French have in their hands a large number of German prisoners. Many thousands were taken in Champagne alone in the victory of last autumn, not counting minor engagements. Some, doubtless, were taken in the Cameroun, and many more at Verdun. "It may safely be assumed," wrote Lord Northcliffe from Verdun on March 4—and the number has since, no doubt, largely increased—"that

during the last thirteen days the Germans have lost in killed, wounded, and prisoners at least 100,000 men. . . . Could neutrals see the kind of men whom the Germans . . . use as soldiers, their faith in Teutonic efficiency would receive a shock. . . . Personal contact with . . . the bulk of the prisoners is needed to convince an observer that such can have belonged to the German Army."—[Photo. by Baudoin.]



LES BLESSÉS: WOUNDED FRENCH SOLDIERS WAITING TO ENTRAIN IN A RED CROSS TRAIN FOR THE SOUTH OF FRANCE.

An interesting account of the working of the French Army's system of dealing with the wounded in the present war is given in a new book, "Vive La France," by the well-known American war-correspondent, Mr. E. Alexander Powell. "Every few hours," he writes, "these hospital-trains or (canal) boats come to 'infirmary stations' established by the Red Cross, where the wounded are given food and drink, and their dressing is looked after, while at the very end of the army zones there are 'regular stations,' where the 'evacuation hospitals' are placed. Here is where the sorting system comes in. . . . In the French lines the *hôpital d'évacuation* is frequently established in a goods station in the midst of railway yards, to facilitate the loading of the hospital-trains."—[Photo. by Sport and General.]



MAKER OF GERMANY'S BABY-KILLING MACHINES: FERDINAND, COUNT ZEPPELIN.

It is the fact, curiously, that Count Zeppelin, to whose airships all Germany looks "to bring England to her knees," originally got his idea as loot. He was a Uhlan captain in the Franco-German War of 1870, and while raiding a country house in Alsace came upon and carried off drawings for a rigid dirigible which a French engineer had tried in vain to get taken up by Napoleon III.



THE COMMANDER OF THE "MÖWE": CORVETTE-CAPTAIN COUNT ZU DOHNA-SCHLODIEN.

For successfully running the blockade both ways under false colours and, during nine weeks at sea, sinking a number of not very large English merchant-ships, the Kaiser has awarded the captain of the "Möwe," Corvette-Captain (Anglice, Commander) Count zu Dohna-Schlodien, the Order *Pour le Mérite* and Iron Cross First and Second Class, the latter decoration being conferred also on all the crew.



A UNIT OF A FORCE THAT HAS GROWN TEN-FOLD: A NAVAL SEAPLANE RETURNING TO THE MOTHER-SHIP AT NIGHT.

"Since August 1914," said Mr. Balfour recently, "I think I am not wrong in saying that the strength of the air forces of the Navy has grown tenfold. . . . A naval airman . . . has to learn things which are perfectly useless to an Army airman. . . . No Army airman, for example, is required ever to use a seaplane. No Army airman need learn how to distinguish the various types of shipping." In a

note on the above drawing, the artist writes: "A circle of light is cast upon the water by the ship's searchlight, which makes an illuminated landing-platform. Once on the surface of the water the flying-boat 'taxis' to the mother-ship. The draught from the propeller upon the rudder is sufficient to steer the boat, which has no water-propeller."—[Drawn by Charles Pears.]



OLD GLOVES FOR SOLDIERS' AND SAILORS' WAISTCOATS: TWO COMPLETED VESTS.

Not a few cast-off articles of personal wear are proving to be capable of being turned to useful account for war purposes. Old gloves are among them, and the Ladies' Territorial Committee, of Chancery Lane, ask people to send them as many as possible. A number of voluntary helpers cut the gloves up and sew them into warm, wind-proof waistcoats for the Fleet and Army. —[Photo, by News. Illus.]



DESTROYER OF A GERMAN SEAPLANE: FLIGHT COMMANDER R. J. BONE, R.N.

Flight Commander Reginald John Bone, who brought down a German seaplane thirty miles off Dover on March 19, joined the Navy in 1905, and in 1910 entered the submarine service. In 1913 he joined the R.N. Air Service; being gazetted Flight Lieutenant in July 1914. He was stationed for seven months at Yarmouth, whence he was transferred to the Dover Wing.—[Photo, by Illustrations Bureau.]



"TURCOS" IN TRAINING : ALGERIAN TIRAILLEUR RECRUITS AT SKIRMISHING-DRILL AT ONE OF THE FRENCH INSTRUCTION-CAMPS.

"Algerian Tirailleurs" is the French official designation for the Northern African infantry battalions which the general public in France and elsewhere know as the "Turcos." The word "Tirailleur" itself means "skirmisher," and, in connection with the Turcos, explains the special rôle the corps was raised to fulfil, as a force of light troops, sharp-shooters, for clearing the way in advance of the attacking columns of regular infantry of the line. Tirailleurs, it may be added further, were first heard of in the French Revolutionary wars, where their employment on the battlefield in loose formation, with solid masses behind, was one of the innovations which staggered the Prussian and Austrian Generals brought up in the stiff school of Frederick the Great.—[French Official Photograph ; supplied by Newspaper Illustrations.]



A BRITISH ARMED MERCHANT-CRUISER LOST: H.M.S. "ALCANTARA," WHICH WAS SUNK IN ACTION IN THE NORTH SEA.

The Secretary of the Admiralty made the following announcement on March 25: "An engagement took place on February 29 in the North Sea between an armed German raider, 'Greif,' disguised as a Norwegian merchant-vessel, and his Majesty's armed merchant-cruiser 'Alcantara' (Captain T. E. Wardle, R.N.). The engagement resulted in the loss of both vessels (the German 'raider' being sunk by gun-fire, and

the 'Alcantara' apparently by a torpedo). Five German officers and 115 men were picked up and taken prisoners out of a total complement that is believed to have been over 300. The British losses amounted to five officers and 69 men. It should be noted that during the whole of the engagement the enemy fired over the Norwegian colours painted on the side of the ship. This news is now published,

[Continued opposite.]



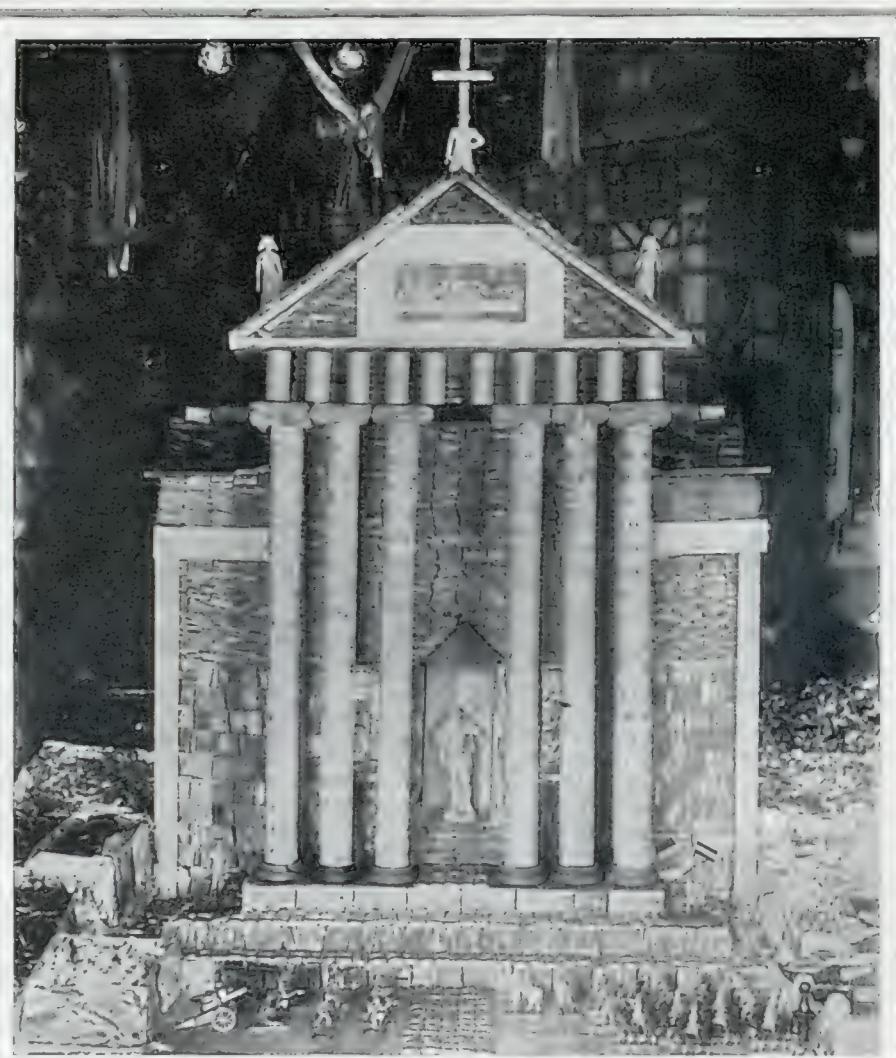
Continued.] THE NAVAL FIGHT IN THE NORTH SEA: THE FUNERAL OF A GERMAN SAILOR PASSING FROM EDINBURGH CASTLE TO LEITH.
as it is made clear by receipt of the German wireless message that the enemy have learned that the
'Greif,' a similar ship to the 'Moewe,' had been destroyed before she had succeeded in passing our line
of patrols."—The funeral which we illustrate was that of a sailor named Hindrechdt, of the German
Imperial Navy. Several naval prisoners took part in the procession—two officers, who were in a cab,

and were attended by an officer of the local military police; and walking immediately behind the coffin,
which lay on a gun-carriage, and was covered with the Imperial flag of Germany, were a warrant officer
and two seamen, attended by two military policemen. The funeral procession attracted much interest
on its way to Seafield Cemetery, Leith.—[Photos. by C.N.]



DIRECTING RUSSIAN ARTILLERY FIRE: COSSACKS USING A FIELD-TELEPHONE.

The telephone plays a very important part in modern scientific warfare, both for general purposes of communication, and especially in the work of artillery. The men serving the guns are often unable to see their target, and depend for accuracy of aim on information transmitted by telephone from an observation-post. Our photograph shows some Cossacks engaged in this work.—[Photo. by Topical.]



MADE OF STREET-CAR TICKETS: A MODEL OF VILNA CATHEDRAL.

The above illustration shows a very curious and intricately put together model in miniature of Vilna Cathedral which has been specially constructed for sale for philanthropic purposes out of street-car tickets collected for the purpose. It comes from Russia. The patience, skill, and purpose shown should certainly reap their reward in practical form.



WITH THEIR MASCOT-DOG MASKED ALSO! A FRENCH TRENCH-PARTY PROTECTED AGAINST GAS.

The Gas-Mask Parade is one of the everyday routine observances with the French Army at the Front. It has, indeed, become part and parcel of Service life in the war-zone; a regular thing, like the inspection of rifles at muster. The men of every regiment fall in before going on duty in the trenches and are specially inspected by their officers, who see that each man is equipped with his gas-mask, and

that it is in good condition for slipping on at a moment's notice. Besides that, while the men are on duty in the trenches, constant rounds of inquiry are made by the officers to make sure that each man is keeping his mask on him, or has it at hand for any sudden emergency. Scarcely a day passes without giving proof of the practical value of these precautions.—[Photo, by Gore.]



IN THE MIDST OF A TRENCH-BOMBARDMENT: FRENCH SHRAPNEL AND HIGH-EXPLOSIVE SHELLS BURSTING ALONG THE GERMAN TRENCHES.

This photograph was taken at considerable personal risk to the operator, and is reproduced without touching in any way. It shows a bombardment of enemy trenches by the French, while actually taking place. The whitish streaks on the surface of the expanse extending across the background, and nearly to the horizon, mark the German trenches, excavated in chalky soil. The white smoke-puffs rising

along the foremost trench-line are shrapnel-bursts, with, amidst them, a column of dark smoke from a French high-explosive shell exploding among the Germans. The view is taken from a communication-trench, and helmeted French soldiers are seen at the far end at the junction with a sand-bag-topped fire-trench.—[Photo. by C.N.]

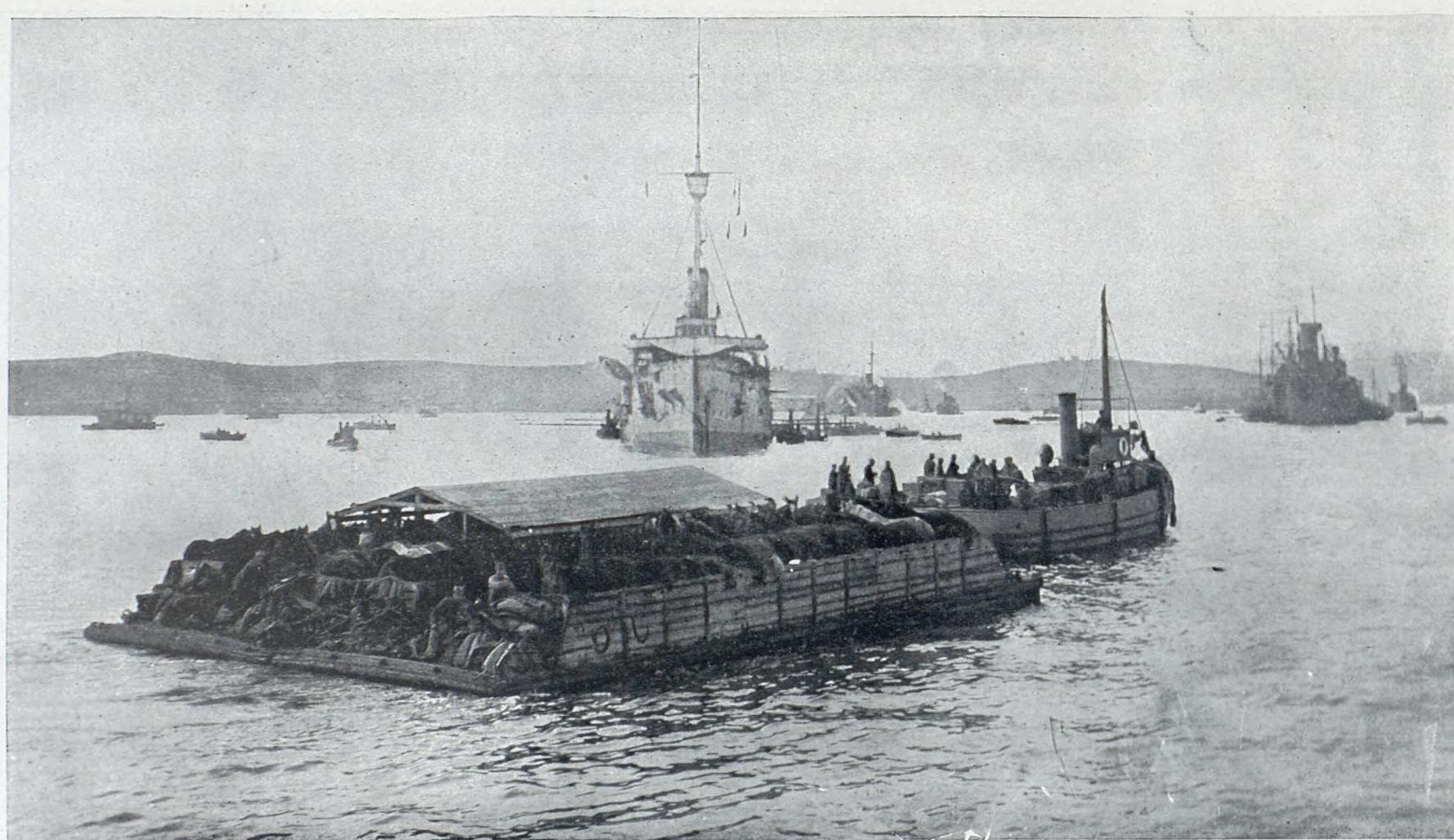


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BIG SHELLS FRESH FROM THE MOULDS HAVE THE SAND SCRAPED OFF: AT ONE OF THE FRENCH MUNITION-FACTORIES.

Shells to take high-explosive charges for guns of the larger calibre artillery, with which the French Army is satisfactorily equipped, alike in front of Verdun and elsewhere all along the line, are seen in the above illustration in process of manufacture at one of the improvised munition-factories which now abound all over France, as in England. The shells are shown in one of the preliminary stages of making,

having scraped off the outside the rough coating of sand which adheres to the outer casing on cooling down after being moulded in the foundry, where the molten metal was run in direct from the furnace melting-pots. On being smoothed on the surface, the shells are turned to the exact measurement to fit the bore of the guns.—[French Official Photograph; supplied by Newspaper Illustrations.]



THE HORSE BY NO MEANS ENTIRELY SUPERSEDED BY MECHANISM, FOR WAR-PURPOSES: HORSES TOWED OUT ON A RAFT FOR EMBARKATION.

The horse still plays an important part in military operations, even in the changed conditions of modern warfare. Although motor-traction has largely superseded horse-traction on the roads, yet in various theatres of war where roads are bad, infrequent, or non-existent, horses and other animals are needed for drawing transport and guns. Cavalry, indeed, has had little chance on the Western front, its scouting

duties passing to the aeroplane, and no opportunities for a charge being afforded in trench-warfare. Many cavalrymen have served as infantry in the trenches. But elsewhere the horsemen have occasionally come to their own again, as in the brilliant charge by the Dorset Yeomanry in Western Egypt. The means of securing an adequate supply of horses has been reported on by a Parliamentary Committee.